

EXHIBIT 28

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SUPERIOR COURT OF THE STATE OF CALIFORNIA
FOR THE COUNTY OF SAN FRANCISCO
HONORABLE ETHAN P. SCHULMAN
DEPARTMENT 604

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COORDINATION PROCEEDING CASE No. CJC-21-005188
SPECIAL TITLE [RULE 1550(b)]

In Re: Uber Rideshare Cases

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REPORTER'S TRANSCRIPT OF PROCEEDINGS
VOLUME 1 PAGES 1 - 248
MONDAY, SEPTEMBER 8, 2025

OFFICIAL STENOGRAPHIC REPORTER PRO TEM:
ANDREA M. IGNACIO, CSR, RPR, CRR, CCRR, CLR
CA CSR LICENSE NO. 9830

Job No. CS7570149

1 and working to solve this problem. And this is one of
2 the key ways that Uber has done that.

3 Uber has -- Uber knows that we are not
4 experts on sexual assault and sexual violence. And so
5 we looked to the experts to help guide us in how we
6 navigate this issue in society and on our platform.
7 We partnered with many nonprofit organizations who
8 exist only to try and solve this problem; for example,
9 the National Sexual Violence Resource Center, or
10 NSVRC.

11 We partnered with these organizations and we
12 said, Help us. Help us figure out how to categorize
13 the complaints that we're getting and how to audit
14 this data and how to release a first-of-its-kind
15 safety report in the United States.

16 Because before Uber released a safety report,
17 and we've released three now, no other rideshare
18 company and no other transportation company, and I
19 would submit no other major public consumer company
20 had done anything like it. And you're going to get to
21 see information in the safety report that calls it
22 unprecedented; an unprecedented bold move to release
23 this kind of data.

24 And the safety report explains what data was
25 categorized, what data was audited, what data people

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SUPERIOR COURT OF THE STATE OF CALIFORNIA

08:25

FOR THE COUNTY OF SAN FRANCISCO

HONORABLE ETHAN P. SCHULMAN

DEPARTMENT 304

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COORDINATION PROCEEDING

CASE No. CJC-21-005188

SPECIAL TITLE [RULE 1550(b)]

In Re: Uber Rideshare Cases

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

VOLUME 5 PAGES 951 - 1169

FRIDAY, SEPTEMBER 12, 2025

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1 that was referencing a specific campaign. I don't 10:08
2 recall what that specific campaign was referencing. 10:08

3 With regard to your question, we would seek 10:08
4 to make sure that our partners were informed, if there 10:08
5 was an incident, that they had the understanding and 10:09
6 the access to talk to the right people within the 10:09
7 company. That was a part of our partnership that was 10:09
8 deeply important to both us and to them. 10:09

9 There were particular media components that 10:09
10 our experts wanted to be able to provide insights. I 10:09
11 think one of the things that our experts struggled 10:09
12 with was this characterization that sexual violence or 10:09
13 sexual harassment is an Uber problem, because our 10:09
14 experts believe sexual harassment and sexual violence 10:09
15 is a societal problem. 10:09

16 And when you neglect that concept, there can 10:09
17 be this framing that everything is rosy and that 10:09
18 there's no problems anywhere, and our experts were 10:09
19 often keen to comment on that. 10:09

20 And so I know our teams would give them a 10:09
21 heads-up, as an example, or seek to speak to them, and 10:09
22 to also give them background and training information. 10:10

23 Q You remember back, I think it was in 2017, 10:10
24 there was a lot of internal commotion at Uber in your 10:10
25 department and the marketing department surrounding a 10:10

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1 makes, an inappropriate gesture that some -- maybe a 14:46
2 sexually suggestive gesture that someone might make. 14:47

3 It could also include, like as I mentioned, 14:47
4 perhaps playing music that had sexually suggestive 14:47
5 lyrics in it. It encompassed sort of this really 14:47
6 broad category of -- of language, behaviors. Like, 14:47
7 subtle body signals that could not only make someone 14:47
8 feel uncomfortable, but that would also be considered 14:47
9 inappropriate. 14:47

10 THE COURT: Thank you. 14:47

11 (As read): 14:47

12 "Were there any advocates that Uber worked 14:35
13 with on the taxonomy or the safety report who chose 14:47
14 not to endorse the final report?" 14:47

15 THE WITNESS: Not to my recollection at all. 14:47
16 As I mentioned, I was out on leave, and even then, it 14:47
17 sort of -- you could hear the feedback, and the 14:47
18 positive feedback, from those communities, so no. 14:47

19 THE COURT: (As read): 14:47

20 "For those organizations or advocates who did 14:35
21 endorse the report, including sharing their positive 14:48
22 feedback in the report itself, do you recall having 14:48
23 any nonpublic conversations with them about any more 14:48
24 critical or negative feedback that they may have had?" 14:48

25 THE WITNESS: No, none whatsoever. In fact, 14:48

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1 the exact opposite. Many of these folks would say, 14:48
2 you know, we -- we -- we are incredibly -- even before 14:48
3 the report came out, they were, like, you know, This 14:48
4 is incredible that you are going to do this. I think 14:48
5 the term "unprecedented" in that -- like, that was the 14:48
6 tone of the conversation. There was this belief that 14:48
7 it would potentially kick off a deeper conversation 14:48
8 for more people to follow suit. And they were very -- 14:48
9 I don't know. They were excited and very passionate 14:48
10 about that. 14:48

11 THE COURT: All right. 14:48

12 Does either side have any limited questioning 14:48
13 intended to clarify any of those answers to the 14:49
14 juror's questions? 14:49

15 MS. WEATHERFORD: No. 14:49

16 MR. PREMO-HOPKINS: No questions from me, 14:49
17 Your Honor. 14:49

18 THE COURT: Ms. Parker, you've been very 14:49
19 patient. Thank you very much for your testimony. 14:49

20 THE WITNESS: Thank you. 14:49

21 THE COURT: You're excused as a witness. 14:49

22 THE WITNESS: Thank you very much. 14:49

23 THE COURT: Ms. Weatherford or Mr. Taylor, 14:49
24 it's about ten of 3:00. I understand that there's 14:49
25 more footage that you want to play to us. Do you need 14:49

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SUPERIOR COURT OF THE STATE OF CALIFORNIA
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HONORABLE ETHAN P. SCHULMAN
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SPECIAL TITLE [RULE 1550(b)]

In Re: Uber Rideshare Cases

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REPORTER'S TRANSCRIPT OF PROCEEDINGS
VOLUME 14 PAGES 3056 - 3218
THURSDAY, SEPTEMBER 25, 2025

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Job No. CS7570162

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1 He kept looking at me through the mirror, and it was 11:05
2 silent the whole car ride, and at least a hello would 11:05
3 have been fine." 11:05

4 Okay. That's a fair complaint. It's not 11:05
5 sexual misconduct. 11:05

6 "Assumed I was lazy because the train was two 11:05
7 minutes away, then said I look like I don't exercise. 11:05
8 That was extremely rude." 11:05

9 And it was, but it's not sexual misconduct. 11:05

10 "The driver was asking questions about my 11:05
11 credit ratings and tried to sell me credit services 11:06
12 and repeatedly tried to get personal information." 11:06

13 Also not okay. 11:06

14 But these are not instances of sexual 11:06
15 misconduct. And these are part of the reasons why 11:06
16 this category was so hard to categorize and properly 11:06
17 account and figure out what was going on. But half of 11:06
18 the case was focused on how we should have put these 11:06
19 numbers in the safety report. That doesn't make any 11:06
20 sense. 11:06

21 Some of you had some terrific questions from 11:06
22 Kate Parker. Remember, she was the witness who did a 11:06
23 lot of the interacting with the nonprofits. And some 11:06
24 folks asked, Well, were there advocates who worked 11:06
25 with us on the safety report who at the end said, I 11:06

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1 don't want to endorse it? 11:06

2 And Ms. Parker told you, Not at all. In 11:06

3 fact, the feedback was overwhelmingly positive. 11:06

4 And someone asked a follow-up question that 11:06

5 was also very good, saying, Well, behind the scenes, 11:06

6 did any of these advocates ask questions or give 11:07

7 feedback that was critical of the safety report? 11:07

8 She told you, No, none whatsoever. In fact, 11:07

9 just the opposite. I think the term unprecedented was 11:07

10 used. 11:07

11 And what you heard is that finally, Uber's 11:07

12 safety report and Lyft's safety report that followed 11:07

13 got the attention of lawmakers in California, who woke 11:07

14 up and said, Wait, we don't have this kind of 11:07

15 information on any of these other forms of 11:07

16 transportation. Maybe we should try to get it. 11:07

17 And so they passed a law that required the 11:07

18 top ten transit authorities to at least do a survey. 11:07

19 At least try to find out what the rates of sexual 11:07

20 assault and misconduct looked like on trains and buses 11:07

21 and taxis. And when Dr. Stodden was here, she told 11:07

22 you about the results of some of those surveys. 11:07

23 Now, you heard Dr. Madigan was critical of 11:07

24 the surveys. Dr. Stodden was critical of the surveys. 11:08

25 They are not apples to apples with the safety report, 11:08